

There's No Armistice Between the War Book and Readers' Army

"The Yanks Are Coming"

By W. B. McCORMICK.

THE problem of turning civilians into soldiers has always been difficult in these United States—how great a problem and how badly bungled no one really knows unless he has read from beginning to end Major-Gen. Emory Upton's *History of the Military Policy of the United States*. But through the fortunate circumstance that from the beginning our war with Germany and Austria has been conducted solely by the professional soldiers and sailors of our country this business of making soldiers—and such soldiers!—of civilians has been handled with brilliant success. So that our army in France is the wonder and amazement of every trained military observer in the world and none more astonished than the members of the German General Staff.

In *The Yanks Are Coming* William Slavens McNutt tells his readers how this thing was done. He has had one large audience in the readers of *Collier's Weekly* in which these sketches already have appeared. He should have another larger audience for his sketches now that they have appeared in book form. For in this text is set down in words that thrill with patriotism and warm, human phrases the transformation of the civilian into the soldier, the spiritual change that turned a Jewish lad from New York, a Southerner from the isolated hill country, a lumberman from the West into a modern crusader, a crusader who has already set the mark of his high purpose on the German divisions that he is driving slowly but steadily back to the Rhine.

Mr. McNutt takes his readers through the magic carpet of his pages to Camp Upton and Camp Devens of the North, to Camp Lee and Camp Jackson in the South, to the greatest of them all in size, Camp Lewis in far off Washington. Here is the real melting pot, the greatest melting pot ever manufactured by man. Mr. McNutt makes you feel this and makes you feel that we have achieved a greater homogeneity as a nation through the creation of our great American Army than has ever been achieved before by all the politicians and sociologists—and statesmen—that have worked toward this end.

Mr. McNutt's text is valuable now since it is the kind of reading that improves the morale of our people. But when the war is done and historians set down to write their tales of it his book will have another kind of importance, since through its pages men of the future may learn how the United States made an army in 1917-18.

THE YANKS ARE COMING. By WILLIAM SLAVENS MCNUTT. The Page Company. \$1.50.

"From Berlin to Bagdad"

THAT Americans who ought to know better still "fall for" German propaganda is shown by the title of George A. Schreiner's *From Berlin to Bagdad*. From the map on the folder of this journalist's account of Turkey in war time one might imagine this German railway ambition was an accomplished fact and one might also imagine on picking up the book that its letterpress described such a journey.

The text of this volume is chiefly a lit-

eral reproduction of the journal the correspondent of the Associated Press kept from his arrival in Constantinople in February, 1915, until August of the same year. During that interval he witnessed the effort of the allied fleets to force the passage of the Dardanelles, went into Armenia and Anatolia, where he saw evidences of the Armenian massacres, had an interview with the Sultan and was at Gallipoli. Thus it will be seen that Mr. Schreiner had opportunities that fall to few men to see great events of the war in the making. But the form he has chosen to present them to his readers is something worse than disappointing.

He set down his days' doings in colloquial and rather vulgar English, introducing a fellow correspondent with a reiteration that becomes a positive bore. His description of the allied bombardment is decidedly shallow, missing completely the great tragic note inseparable from such a military event. To our knowledge of the fact that the Turkish batteries were short of ammunition he contributes the fact that the British Government should have known this, since a British commission directed the purchase of all the munitions of this kind Turkey had. His description of Gallipoli is in the same superficial manner of cheap humor, the note of which is struck in his chapter heading *A Little Trip to "Hell"ipoli*.

On the other hand, Schreiner's description of his interview with the Sultan, Sultan Mohammed Rehad Khan V., is an admirable piece of descriptive writing, from which one gains the knowledge that the Sultan of Turkey is a man of humor and one decidedly "set" in his ways. Schreiner's journey down into Armenia and Anatolia to interview some of the officers and crew of the Emden, who, it will be remembered, made their way to the Arabian coast from the South Seas after their ship was lost, brought him in touch with evidences of the Armenian massacres that he describes in a cold blooded, unsympathetic manner. In touching on the massacres at Adana he describes one horror in language so revolting that one may wonder how it ever got into print.

FROM BERLIN TO BAGDAD. By GEORGE A. SCHREINER. Harper & Brothers. \$2.

Our Navy's Work

LAWRENCE PERRY'S *Our Navy in the War* and *Naval Heroes of To-day*, by Francis A. Collins, have a significance in relation to the matter of military censorship quite apart from their importance as thrilling narratives. In one sense these books typify the marked change that has come to the Governments of the United States and Great Britain regarding the censorship of news concerning their respective navies since the outbreak of hostilities, and in another sense they represent a kind of injustice to the British and American armies.

For some time after the European war began a veil of secrecy was drawn over the operations of the British navy which, it eventually became known to the British Government, had the effect of lowering the morale of its people. Then several distinguished British writers were engaged to tell what the navy was doing, Kipling's *Fringes of the Fleet* being one of the results of this changed viewpoint. Our Government has followed suit in this respect and in addition to Ralph Paine's *The Fighting Fleets* we now have these

two spirited accounts of what the United States Navy and its officers and enlisted men have been doing so gallantly since April, 1917. While discussing this subject we may mention that the same attitude has not been adopted by our Government toward the army. For with the exception of *The Fighting Engineers* by Mr. Collins no book has appeared thus far telling what our army has done in France.

The scheme of Mr. Perry's book is to give a hasty summary of the development of the navy since the outbreak of the war. He tells of the work of the destroyers abroad, the manning of the merchant ships with guns and gun crews, the transport of troops under convoy, our battleship fleet in European waters, the huge task of putting into commission the great fleet of damaged German and Austrian vessels interned in American ports, what marine camouflage is, the Marine Corps and the work of the Navy Flying Corps. It is a good story for every American to read and it loses none of its thrills at the hand of Mr. Lawrence.

The task attempted by Mr. Collins is of a different nature. He retells the stories of individual acts of heroism of officers and men of the navy that most of us know and yet which are well worth while putting into permanent form. He groups his incidents into *Guarding the Sea Lanes*, *With the Merchant Fleet*, *On Air Scout Duty*, *In Home Waters* and *With the Marines*, in each of which are tales that make one proud of our navy and its officers and men.

OUR NAVY IN THE WAR. By LAWRENCE PERRY. Charles Scribner's Sons. \$1.50. NAVAL HEROES OF TO-DAY. By FRANCIS A. COLLINS. The Century Company. \$1.50.

"Go, Get 'Em!"

NOT being a methodical person, this reviewer cannot tell how many books of aviators' experiences he has read thus far in the year 1918, although it seems that he must have read all that have been published and a few more. And yet with all the memories crowding in upon him of aviation books that have gone before he can honestly say he enjoyed none so thoroughly as *Go, Get 'Em*, by William A. Wellman, Marechal des Logis of the Lafayette Flying Corps.

Wellman is not a literary person, and his tale is set down in such English as falls from the lips of a man who has a

good story to tell and tells it simply and naturally. But what Wellman does, which is better than mere literary emptiness, is to tell just what befell him from the day he had himself transferred from the volunteer American Ambulance Corps in France to the Lafayette Flying Corps to the hour when he was shot down at 3,000 feet in the air to end his flying career, apparently for good.

The distinctive difference between this text and all other aviators' experiences we have read is that the author felt American readers would be interested in the details of the training and the life of an American in a French flying corps. You get them here in engaging quantity and quality; the abominable liquid called coffee with which they began the day's work at dawn, the war bread and ancient cheese on which they breakfasted, the 5 cents a day that was their pay until Mrs. William K. Vanderbilt gave to each man of the Lafayette Squadron \$40 a month extra, a benefice she still maintains. You read of how a man feels when he is learning to fly, doing a "Russian mountain," patrolling and shooting down Boches, and how aviators live in their off duty hours. You will also learn the orders Wellman received from his French commander on the day our own Rainbow Division first went into action. His orders were "not to let a German plane fly over the American line; if your machine gun fails you, ram him." So Wellman went up in the air that day with the cheerful certainty that he would have to do the Hun airmen or it would be his last flight.

That event came later, when the tail of his airplane was shot away by the fire from a German airplane, leaving Wellman to manage his injured plane so skillfully that he dropped down into a great tree and from there to the ground. An injury to his back put him out of the possibility of flying for so long a time that he was recommended to ask for his discharge, a reproduction of which honorable document graces a page in the book.

That war has its cheerful aspects at rare times we know, but we seldom have the opportunity to read of them. It is war's horrors that abound most in the printed page. Here is a war tale, all cheerfulness, that every American will be the better for reading, not only for the information it contains as to the making of an airman, but also for its high spirits that are as rosy as the dawn and as pure as the blue sky into which the airman rises to his gallant tasks.

GO, GET 'EM! By WILLIAM A. WELLMAN. The Page Company. \$1.50.

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